

WEEKLY COMMENT OF THE RADIATOR

Frank Discussion of Motor Matters by The Times Automobile Editor

AN UNPREJUDICED OPINION

A Column of Judgment on Issues Vital to Motor Car Owners.

By MONTE W. SOHN.

We are at the portals of spring. The groundhog is still grounded, to be sure, and the Potomac is still more or less in a jam, and the mixed chorus of birds is still pretty much to the sparrow.

Nevertheless, we are at the portals. And before the gates are flung wide, inviting us to tour in the semi-solid surfaces, it behooves us to slip a little advice to impetuous and less initiated youth.

Don't, for the love of Pete, don't insult the delightful package of love-liness who rides with you this spring by splitting your affection fifty-fifty.

Don't ask her to be satisfied with one arm.

And don't suppose the purring Hercules you drive will be satisfied with one arm.

You can't split them.

In the first place, it's little consideration of the lady if you do not give her your undivided attention.

And however tractable its forty horses may be, you can't expect any self-respecting, spirited motor car to keep on the straight and narrow when only one of your strong young hands is guiding the way.

When you drive the modern motor car you have your hands full.

And if you are wise you'll not attempt to manage the lady single handed.

Try to handle 'em both at once, and the chances are the lady will throw you into a ditch.

There are other things to be considered.

When your indignant motor car is within six inches of its appointed job of wrapping itself around the telegraph pole you will have been too late with either.

Too late to save the young lady's wounded dignity, torn to shreds in the thicket by the road, and too late to save your car from destroying itself.

The result cannot be happy.

The young lady will have with her always the thought that you did not love her enough to protect her.

Take it from me!

Be a chauffeur.

Be ardent.

But isolate the motives.

While one is wondering what becomes of all the second-hand cars after they reach the ultimate buyers and after they go to the junk man, there is pause for wonderment as to who buys all the contrivances except accessories.

After a glance for about an hour at the advertisements in the back of the Automobile Trade Journal one can only feel that there must be something in this stuff about a national banks reserve.

If a guy fitted up his flivver with all the stuff enterprising geniuses invent, his chariot of cheer would look like a cross between a Christmas tree and the wrath of the gods.

Speaking of accessories:

When, if we may dip into the ultimate for a moment, we buy our self-propelled nuisance, we have only a couple of accessories planned.

The first of these is gas, of course. Oil follows closely in the order of need.

And grease—

And water—

But, after these vital essentials—Pyrene.

Only the other day Bob Joyce's bus went down to Pluto. It started, like all ruins and realizations, in a small way. In five minutes it was a sizzling semblance of something that it used to be. If this pertinent plaint of our plinth of progress be construed to be a boost for Pyrene, so be it. An the vital fifth essential to our car, when we get it, Pyrene leads by several lengths.

Then there is the dame who speaks of "the machine," when she refers to an automobile. Like few of the other angora chasers of motordom, this lady takes our sense of reason.

Next Saturday our big spring motor number and automobile show section will be published.

Order your copy early, as it will contain all the details of The Times' pathfinding schedule. The pathfinding routes of this best motor department in the South will indicate all the dozens of details about your trip you had to ask Mr. Foster about before now.—Adv.

MANY STRONG FEATURES

Model 27 Milburn Brougham inspires Pride in Builders.

Among the features of the new model 27 Milburn brougham, on which the producers lay most stress, are: 40-cell battery, standard tread, five-speed controller, and wire wheels furnished without extra cost. In trimming design, the car is improved to the last minute, and its body equipment is complete in detail, even to an artistic and convenient parcel pocket.

In body lines, the car is exactly like model 22 brougham, although the body itself is slightly larger. Owing to the favorable comment roused by Model 22 chassis, and the fact that no suggestions for improvement in that respect were received, the chassis in the latest product remains absolutely unchanged, with the possible exception of a few minor refinements and betterments.

In spite of the modern improvements which have entered into its construction, the new product will sell at the old Milburn brougham figure, \$1,555.

MEN PLENTIFUL FOR ARMY MOTOR CORPS

Society of Automobile Engineers Will Probably Serve in Emergency.

In listing suitable persons to be commissioned in army corps in connection with motor transportation, the members of the Society of Automobile Engineers will naturally be drawn upon very largely. Men from this remarkable organization will have to be depended upon as technical advisers of the officer grade to supervise the operation on a large scale of motor truck companies and the requisite repair shops.

In general, the S. A. E. members will serve as authorities in the design of engines, in metallurgy, electrical engineering, development of starting and lighting systems for aeronautics work, searchlight signaling, adaptation of wireless equipment to airplane use, mounting engines in airplanes, and conducting supply depots and parts service stations. Prompt movement of truck trains, without delay caused by a single breakdown, is essential in military transport.

Aeronautic Service.

As broad a field as any for automobile engineers in the army is the aeronautic service. In addition to the activities mentioned above, inspectors are needed for airplanes and engines under order, as well as stock purchasers in general. Observation balloons, gas generating plants, equipment for balloon operation such as winches, are to be thoroughly developed and produced. Men are needed to work on the question of stresses in rigid dirigible airships, specialists in light, strong alloyed metals.

There are over 100 Government airplanes in flight service today, as compared with twelve a year ago. Five hundred will be in service, it is understood, at a relatively early date.

There are fifty rated military aviators today, in addition to fifty officer students at San Diego. There are fifty reserve corps aviators in various stages of advancement.

600 Licenses Issued.

About 650 elementary licenses have been issued to aviators in this country since the beginning of the war. A goodly number of the men to whom these licenses were issued are not now available for service. About seventy expert licenses have been issued.

The essential temperamental characteristics of an aviator are mental alertness, decisiveness and good judgment. Mechanical knowledge, particularly of combustion engines, is invaluable.

A MILITARY NECESSITY

Rubber Is Essential in Submarines and Aeroplanes.

It is interesting to note that without rubber the submarine and the aeroplane, two of the most important military agencies of modern times, would not be possible. In submarines, battery cells, separators, insulators, gaskets on doors, hatch covers, manhole covers, torpedo tube covers and valves for water tightness are among the items of equipment on which rubber plays an important part. On aeroplanes, rubberized fabric for the wings, radiator hose, shock absorbers, axle cushions, speedometer shaft guards and tires are among the products in rubber which are indispensable. The Goodyear Tire and Rubber Company is supplying everything in rubber for all air craft.

KING MOTOR SALES WILL OPEN BRANCH

Washington Establishment to Serve District and Northern Maryland Counties.

The King Motor Sales Company of Baltimore will shortly establish a branch in Washington to take care of sales and service in the District of Columbia.

In addition to serving the District, the company will give service in the northern counties of Virginia.

The officers of the company are: L. L. Turner, president; Herbert C. Forrester, vice president; Charles W. Cogins, secretary, and J. Stewart Smith, treasurer and general manager.

Smith has had more than sixteen years' experience in the automobile business. He was one of the first to drive a car in Maryland. This was done in 1901, and the car was the steam-propelled Mobile, made in Tarrytown, N. Y., by the late Briebe Walker.

It is recalled that in the fall of 1901 Smith drove against a running horse at the old Timonium Fair grounds, and the horse won.

In those days it was unlawful to drive a motor-propelled vehicle in Druid Hill Park, Baltimore, so when Smith wished to go out by the roads leading from the park he had to drive over the cobles of Pennsylvania avenue.

Almost every horse that he met on the road became frightened at the motor car, which was stopped until the horse had been led by.

In the fall of 1902 Smith went to New York. There he continued in the automobile business until last summer, when he opened the King agency in Baltimore. He is now planning a large branch of the business in Washington, which will soon be opened.

FUN AND COMFORT IN WINTER MOTORING

Not Much Danger of Colds If Precautions Are Taken, Says Doctor.

The happy art of having both fun and comfort out of one's motor car in winter is easy to learn. It is being learned with tremendous rapidity in the coldest part of the world. And it is reasonable to predict that before very long, there won't be an appreciable difference between the auto and accessory business in summer and winter.

There's much education still to be done, however, and especially in behalf of the people who are afraid that winter motoring is a broader of colds. It's a fallacy pure and simple—the thought that one catches cold more readily in chilly air. In fact, the very contrary is true, for the reason that winter air on the whole is more healthful than summer air. And, anyway, automobile development is capable of flooding any car with summer heat.

What Physicians Say.

The following, taken from the Canadian Courier, shows what one physician thinks of the winter cold bugaboo:

The good people who lead their cars into storage garages after the first heavy snowfall and for the rest of the winter ride in street cars or the limousines of their neighbors, cheat themselves of one of the healthiest and the pleasantest uses of the motor. At no time is the air as good and the seat of driving as keen. The people won't catch cold if they're reasonably careful, and they will get so hardened by a bit of exposure that they will find themselves free from colds than they have ever been before.

Too many people are afraid of shivering. They think a shiver is a chill and a chill is a cold. That is nonsense. A cold comes from a germ. You inhale the cold germs in the street cars and in badly ventilated places. Perhaps the germ doesn't get a chance to work. Perhaps in a moment of low vitality—that is practically what a chill is—it does get a start. That is how we catch cold. But cold, fresh air has really nothing to do with it. Winter motoring is a protection against cold rather than anything else.

Keeps Legs Warm.

Keep warm from your waist down. Keep the sides of the neck and the head warm and you are not likely to have much trouble from cold. People who know how to look after themselves can keep their chests as used to cold as their faces—by cold sponges in the mornings. Get a big pair of gauntlets for your hands. See that they are not too tight—and there you are.

SHOW FEATURED BY WAR KITE BALLOON

Visitors Attracted at Aero Exhibit by Novel Military Accessory.

Amid the maze of aeroplanes, balloons, motors, electrical equipment, observation instruments and aircraft accessories at the first Pan-American Aeronautic Exposition in the Grand Central Palace, New York, the military kite balloon, inflated and aloft in the main court of the exposition hall, was easily the central attraction.

Thousands of visitors with aircraft acquaintance limited to photographs and descriptions, whose interest in aeronautics had been stimulated by the imperative need of strengthening this arm of the country's defense, actually saw for the first time a military kite balloon, similar to hundreds that are in constant use on the battle fronts of Europe.

Among the visitors to the exhibit was Mrs. Charles A. Van Rensselaer, of New York. Mrs. Van Rensselaer's desire for the extension of aeronautical defense found expression in the inauguration of a \$10,000 fund for the purchase of a Goodyear kite balloon to be presented to the Government, and the establishment of a training school for kite balloon operators, probably on Governor's Island. This also implies the installation of hydrogen gas generating equipment for balloon inflation.

War correspondents on the battle fronts assert that often as many as forty kite balloons have been seen at one time.

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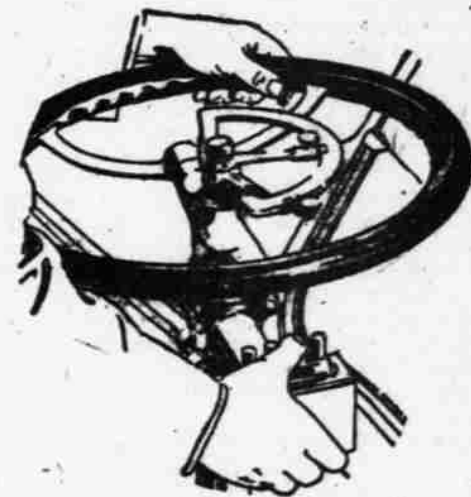
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You can remember when motor cars had to be cranked by hand and when you had to light the lamps all 'round with matches

These things are funny—now.

A year from now a hand gear shift will begin to look funny; and in time it will be just as silly as a hand crank, or lamps that you light with a match, or a tonneau that opens in the back like an ice wagon.

The hand gear shift is doomed.

All cars will ultimately discard it.

In the meantime the Premier has already done so—Premier's gears are shifted by push buttons.

Premier is the first car in the world to give the public a magnetic push button gear shift as regular equipment and without any extra charge.

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The Aluminum Six with Magnetic Gear Shift.

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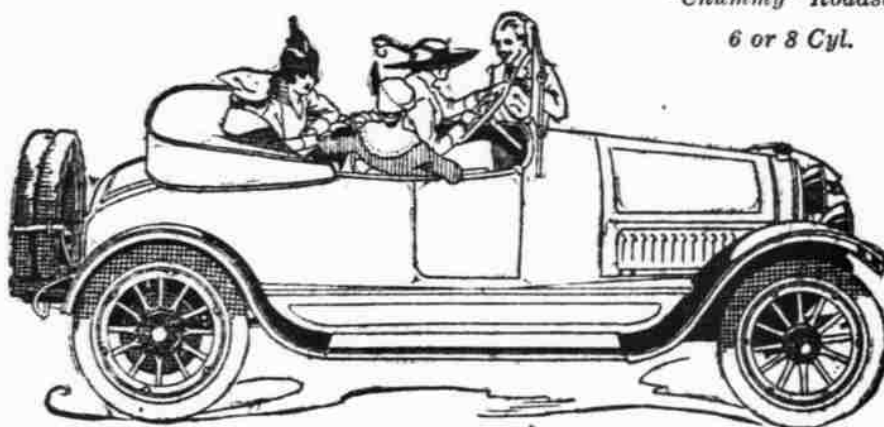
SIXES—EIGHTS

THE ROADPLANE CAR

4 Passenger

"Chummy" Roadster

6 or 8 Cyl.



The Apperson Roadplane is a refined motor car—a motor vehicle which has back of it the actual experience of nearly twenty-five years of labor in constructive directions.

Here is a motor that challenges the most acute ear—it is so silent, so noiseless, so free from the slightest vibration—truly the work of Mastermen.

Here is a car so exact in weight, so carefully balanced, that it is not a matter of mere pounds but ounces.

Here is a car so miserly in the use of gasoline that mileage records surpass all previous performances.

Here is a car so light on its feet that tire-life is prolonged to a time heretofore thought impossible.

Downy cushions give each passenger a feeling of complete relaxation and nerve repose. Fatigue is unknown here. The long hammock-like springs gently absorb all road shocks. Patented cushion springs make riding enjoyable for an indefinite period.

Truly, the Apperson Roadplane creates a new style of horseless travel.

TOURING CARS

5 Pass. 6 Cyl. \$1690

7 Pass. 6 Cyl. \$1750

7 Pass. 8 Cyl. \$2000

"CHUMMY" ROADSTERS

4 Pass. 6 Cyl. \$1750

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